

PRICE, \$3 PER MONTH.

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59

15 QUEEN' ROAD CENTRAL.

Under the personal Management
of Mr. and Mrs. Geo. H. Evans

on December 22nd.

The Headmaster of Bradfield College who initiated a scheme for the manufacture of munitions by every boy in the school desires to take part. has received a letter from Colonel Clive Wilgram expressing King's hearty sympathy with the undertaking. It is hoped to increase the raw output until the boys can turn out a salvo every fifteen minutes.

HONGKONG HANSAED REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914
REVISED BY THE MESSRS.
PRICE \$5
DAILY PRESS OFFICE,
Hongkong, 26th February, 1915.

NEW ADVERTISEMENTS

RE AUSTRIAN LLOYD STEAM NAVIGATION CO.

ALL Persons having Claims against the above Company are requested to forward same to the Liquidators as soon as possible.

HARRY WICKING & Co.,
Liquidators.
Hongkong, 7th February, 1916. [246]

WANTED—IMMEDIATELY.

GOOD STENOGRAPHER for British Firm at Saigon. State experience and salary required to—
Box No. 8,
Care of "Daily Press" Office.
Hongkong, 9th February, 1916. [247]

WANTED—IMMEDIATELY.

COMPETENT EUROPEAN 1st Class STEWARD for Pacific Run; good references required as to character and experience in catering.
Apply personally to—
JAVACHINA-JAPAN LUN,
York Building.
Hongkong, 7th February, 1916. [243]



WANTED.

A female TEACHER, with some experience, is required to take charge of the small Children's School at Lyemun at an early date. Salary \$40 per month.
Any person desirous of the appointment should communicate at once with the—
INSPECTOR OF ARMY SCHOOLS,
No. 1, Observatory Villas,
Kowloon.
Hongkong, 2nd February, 1916. [232]



NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to have the Colony should apply in writing for nomination to do so to the CAPTAIN SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [77]

NOTICE.

MR. ALLAN McDUGALL SLARK is authorised to Sign our Firm per Procuration.
HARRY WICKING & Co.
Hongkong, 4th February, 1916. [241]

WAICHIAO PU.

PEKING.

EXAMINATIONS FOR DIPLOMATIC AND CONSULAR SERVICES.

NOTIFICATION BY THE MINISTRY OF FOREIGN AFFAIRS.

IN accordance with the Decree for the Examinations for Diplomatic and Consular Services and the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services promulgated by Mandate on Sept. 30th, 1915, and published in the *Government Gazette* of Oct. 1st, 1915, this Ministry will conduct the qualification tests next April.

Those who possess the qualifications as required by Article 3 of the Decree for the Examinations for Diplomatic and Consular Services and wish to enter as candidates for the examinations must, as provided by Articles 1 and 2 of the Regulations for the Qualification Tests, send in to this Ministry before February 23rd, 1916, their applications and the statements of their records and also an essay together with its translation into one or more of the following languages: English, French, Russian, German, and Japanese. They must also submit their diplomas or/and certificates from Chinese or/and foreign schools or/and colleges to this Ministry for examination.

As regards applicants resident in the Provinces, they may send by post to this Ministry their applications, statements of their records, essays and translations and may defer the submission of their diplomas or/and certificates until they come to Peking for the examinations. They will be notified through the *Government Gazette* if and when they have been passed by the Qualification Test Committee as qualified candidates for the examinations, so that they may come to Peking at the appointed time.

Form of Application.
I wish to enter as a candidate for the Examinations for Diplomatic and Consular Services and in accordance with Article 1 of the Regulations for the Qualification Tests in the Examinations for Diplomatic and Consular Services, I hereby send in my application besides submitting herewith the statement of my record and my essay with its translation in the language or languages—
Signed (.....)
Sealed (.....)

1916.

Form of Record.

Name.....age.....date of birth.....

Parentage:

Names of great-grand-.....living or dead.

Names of grandfathers.....living or dead.

Names of parents.....living or dead.

Native Place (Province and District).....

Address.....

Education:

Courses of study pursued and degree or diploma received.....

Your school or/and college (state whether government or private institutions, foreign or Chinese, and date of entrance and of graduation).....

Occupation (Past and present, official or otherwise, and the length of time you have held each Office or you have been engaged in each work).....

Signed.....

Sealed.....

1916.

PUBLIC COMPANIES

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS will be held at the Hongkong Hotel, Hongkong, on SATURDAY, 12th February, 1916, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February (both days inclusive), during which period no Transfer of Shares can be effected.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 31st January, 1916. [227]

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ANNUAL GENERAL MEETING of SHAREHOLDERS will be held in the Office of Messrs. DODWELL & Co., Ltd., on MONDAY, the 14th February, 1916, at 11 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 14th February, both days inclusive.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 31st January, 1916. [228]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SIXTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 16th February, 1916, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 15th February, 1916, both days inclusive.
By Order of the Board of Directors,
W. E. CLARKE,
Secretary.
Hongkong, 26th January, 1916. [207]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 19th day of February, 1916, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending the 31st December, 1915.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 7th February, to SATURDAY, the 18th February, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st January, 1916. [229]

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHARE CERTIFICATE No. 5122, dated 18th July, 1904, of One Hundred Shares numbered 85001 to 85100 inclusive fully paid-up, standing in the Register in the name of Mr. ANTONIO JOAQUIM BASTO, of Macao, having been LOST or DESTROYED. Notice is hereby given that unless the said certificate is produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Central, Hongkong, on or before the 8th day of February, 1916, New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 7th January, 1916. [166]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE CERTIFICATE No. 1046 for one share, \$100 paid up, numbered 11018, standing in the Register in the name of WO SANG, having been LOST, Notice is hereby given that unless the said Certificate is produced to the Society on or before the 26th April, 1916, A NEW CERTIFICATE for the said share will be issued and the old Certificate will thereafter be held by the Society as null and void.
By Order of the Board of Directors,
C. MONTAGUE EDE,
General Manager.
Hongkong, 26th January, 1916. [206]

VICTORIA RECREATION CLUB.

BOXING

SUBJECT to sufficient entries being received an AMATEUR BOXING COMPETITION open to Hongkong will be held in the Gymnasium of the V.R.C. on FRIDAY, February 25th.

CONDITIONS:

(a) 3 two minute rounds and if undecided an extra round of one minute.
(b) In 3 weights: 118 lbs, 132 lbs, and 146 lbs.
(c) Competitors weigh in at V.R.C. on night of February 24th.

Entries stating weight to be addressed to L. DEAKIN, Esq., care of V.R.C., before February 16th. No Entrance Fee.
The Committee reserve the right to refuse entries.
Hongkong, 22nd January, 1916. [195]

HOUSES TO LET

FURNISHED FLATS.

THE Underigned are prepared to furnish some of their Tregunter Mansions (May Road) Flats to suit intending tenants. These Flats have first-class appointments which include English Baths and Kitchen ranges, hot water supply and water-closets. They are of two kinds, viz.: Flats with 2 Bedrooms and 2 Sitting Rooms and Flats with 3 Bedrooms and 1 Sitting Room. The latter are specially suitable for Bachelors. Arrangements could be made if desired for the use, in common with certain other tenants, of the adjoining fresh water swimming bath.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings.
Hongkong, 26th January, 1916. [205]

TO LET—FURNISHED.

NO. 5, MORRISON HILL. 3-Roomed House, 4 Bedrooms and 4 Bathrooms. Vacant from 1st March.
Apply—
HARRY WICKING & Co.
Hongkong, 3rd February, 1916. [235]

TO LET.

TWO HOUSES in "STONEHENGE," No. 6, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court. Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [118]

TO LET.

OFFICES in Queen's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th December, 1915. [106]

TO LET.

NO. 11, GAGE STREET, from 1st January, 1916.
Apply to—
J. VINCENT BRAGA,
Troy Kien Kaisha.
Hongkong, 16th November, 1915. [100]

TO LET.

NOR. and 10 MOUNTAIN VIEW.
Apply to—
M. J. D. STEPHENS.
Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS," 168, Magazine Gap. Thoroughly renovated and repaired.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARTSON.
Hongkong, 18th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
Apply—
LINTSEAD & DAVIS.
Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [87]

TO LET.

OFFICES in St. George's Building, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 2nd December, 1914. [83]

TO LET.

OFFICES at 2, Connaught Road. OFFICES in King's Buildings. OFFICES in Des Voeux Road Central. HOUSES in CLIFTON GARDENS, Conduit Road. NEW HOUSES in Broadwood Terrace. HOUSES at the Peak. NO. 1, MORETON TERRACE, Causeway Bay. GODOWNS, at Wanchoi. Nos. 1, 3 and 5, WEST END TERRACE CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [82]

TO LET.

TWO ROOMED-FLATS in Nathan Road, THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon. FOUR ROOMED FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings,
Hongkong, 26th January, 1916. [50]

ATTENTION



ROBT. PORTER & CO.'S

CELEBRATED

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

Very light, extremely palatable

and refreshing. Brewed from the

finest English malt and hops.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG OFFICE: 104, DES VOEUX ROAD, C. LONDON OFFICE: 231, FLEET STREET, E.C.

The Daily Press.

HONGKONG 5TH FEBRUARY, 1916.

THE SERVICES OF THE FLEET.

It is to be doubted, as Mr. BALFOUR said recently, whether in our ordinary moments we conceive the magnitude of the task which is thrown upon the British Navy and which, so far, the British Navy has triumphantly accomplished. So much of the Navy's work is done silently that the security which we enjoy under its protection is apt to be taken as a matter of course, and the dominant influence which our command of the sea exercises upon the progress of the gigantic struggle in which we are engaged is in danger of being overlooked. Though, in the words of Admiral Lord CHARLES BERRISFORD, the Navy does not seek advertisement, it is due to the gallant men who man our ships that their invaluable services should be recognised, and it is due to the Empire that its contribution to the common cause, which has appeared at times to be under-estimated by our Allies, should occasionally be made known. For these reasons we welcome the New Year Message of the Navy League setting forth briefly the achievements of our first line of defence—achievements which, it is justly claimed, "have far surpassed the anticipations entertained at the outbreak of the conflict by the most ardent believer in British sea-power." It is pointed out that, apart from a few futile raids—which appear to have lost their charm for the Germans since the encounter with Admiral BRATT's fleet a year ago—no British territory in any part of the world has been violated by the enemy. At the same time, the submarine menace upon which Admiral TREPPE built such great hopes, has been strangled; and the overseas trade of the United Kingdom and of her Allies, with the solitary exception of Russia, has continued uninterrupted. Indeed, during the seventeen months that have elapsed since the war began our trade has reached in round figures seventeen hundred millions sterling, which gives an average for a year equal to that of 1909.

The vital importance of this trade is shown by the fact that no less a sum than four hundred million pounds represented imports in 1915 for the maintenance of the daily life of the people. Apart from what may be described as domestic services, however, the British Navy has been mainly responsible for providing the means of inter-communication between the Allies, who would otherwise be cut off from one another as well as from the outside world. It has, indeed, been the foundation upon which everything else in connection with the war has rested. Vast armies have been transported from the ends of the earth to the various theatres of war with casualties at sea amounting only to one man per thousand. The whole of the French coast-line has been preserved from aggression, and the brilliant operations of the British submarines in the Baltic have crippled German strategy, as directed against Russia, and have virtually completed the blockade of Germany. Seven million tons of German, Austrian and Turkish shipping have either been destroyed or driven to seek refuge in the shelter of neutral countries, with a consequent loss to the enemy of sea-borne commerce amounting to nearly eleven hundred millions sterling. No wonder that Herr BALLIN pleads with his fellow-countrymen not to allow "the great and beautiful thought" of linking up Berlin with Baghdad to overshadow the more important question of securing the freedom of the seas. The latter no less than the former, he reminds them, was held out as a goal to be striven for by the economist FRIEDRICH LIESE, who declared that "the man who has no share of the sea is excluded from a share in the good things and honours of the world—he is the stepchild of our dear Lord God." Unfortunately, Germany entertains peculiar notions of the freedom of the seas. "It is true certainly," Herr BALLIN admits, "that in times of peace the seas were always free, but in war, as we know to-day to our cost, they were governed by the strongest fleet." That is a two-fold tribute to our Navy. The grievance is, of course, that the strongest fleet does not happen to be German. Nor is there the faintest prospect that it ever will be German within the life-time of those now living. The British nation, who, thanks to no small measure to the activities of the Navy League, has always insisted upon the efficiency and sufficiency of the Navy being maintained at all costs, may be trusted, after the experience of the present war, to see that our naval supremacy is fully assured, and the terms of peace which the Allies will dictate are not in the least likely to afford Germany the opportunity of exercising upon the sea the tyranny of which she has been guilty on land.

A mail for Europe via Siberia closes to-day at 3 p.m.

The total output of the Kaitia Mining Administration's mines for the week ending 22nd January, 1916, amounted to 55,788 tons and the sales to 40,724 tons.

About a dozen matcheds at Tai O were completely destroyed by fire on Sunday, and damage to the amount of \$1,300 was caused. It is believed that the outbreak was caused by the recklessness of a number of small boys who threw fireworks into the air. One of the crackers fell on a roof, which caught fire.

Two Chinese, were yesterday committed for trial by Mr. J. B. Wood on a charge of committing an armed robbery in Gage Street and of stealing jewellery and money to the value of \$3,000. From the evidence it seemed that the gang appeared at the house and demanded money. One of them men held an object which he declared to be a bomb, while others held knives. The master of the house was bound, but a servant girl escaped and gave the alarm, with the result that one man was brought back in custody. Complainant said that the men used oranges as gauges.

The Licensing Board yesterday granted an application on behalf of Mrs. N. Babbage for the transfer from Mrs. Clegg of the adjunct licence to sell intoxicating liquors by retail at the Alexandra Café. The members present were:—The Hon. Mr. Claud Seyern (Chairman), the Hon. Sir C. P. Chater, C.M.G., the Hon. Mr. David Landale, Mr. T. F. Hough, and Mr. M. S. Northcote. The Chairman said the police reported that Mrs. Babbage had been employed at the Café for some time and was a fit and proper person to hold the licence. The application was granted without discussion.

During the past week the following cases of communicable diseases were notified:—One Chinese fatal case of diphtheria; four cases of enteric fever (two fatal, one British, one Indian and two Chinese); two Chinese cases of puerperal fever (one fatal), and one Chinese fatal case of small-pox.

A Chinese Government servant was charged yesterday at the Magistracy with being in unlawful possession of an automatic pistol and a number of cartridges. Detective-Sergeant Murphy told the Magistrate that some days ago an European overseer was attacked and robbed by men, some of whom had revolvers. Suspicion attached to some of the workmen, and on their quarters being searched the revolver concerned in the present charge, was found. The man was brought before the Captain-Superintendent of Police, who ordered that he should be charged. Mr. J. E. Eldridge, a second-class overseer in the Public Works Department, said he lent the defendant the pistol and ammunition for Chinese New Year. The man was not to keep it entirely. He had known the defendant for a number of years. The case was adjourned.

ALLEGED MURDER ON S.S. "PINGSUEY."

DEFENDANTS COMMITTED FOR TRIAL.

Mr. F. A. Hazeland yesterday committed for trial at the next Criminal Sessions the two Chinese passengers of the Blue Funnel steamer *Pingsuey* who stand charged with the murder of a fellow passenger.

Dr. W. V. M. Kosh (Medical Superintendent of the Government Civil Hospital) stated that deceased was admitted to the institution on the 20th ult. suffering from a penetrating wound in the intestines. He was operated upon, and rallied somewhat, but later became worse, and expired. Death was due to the wound and to cardiac failure. The man was identified to him as Chi Kien, 62 years of age. A knife could have caused the wound from which the man was suffering.

Answering Mr. H. L. Denny's, jun. (appearing for the first defendant), Dr. Kosh said the wound itself was dangerous, but not necessarily fatal. He had had patients who had recovered. The heart of the deceased was in a condition of degeneration, characteristic of age.

Mr. Gardiner (for the second defendant) stated there was only one stab wound. In his dying deposition deceased said he was stabbed twice.

Dr. Kosh—There was only one wound. After evidence of arrest by Det. Sergt. W. Pincott, defendants were committed for trial.

THE RECENT YAUMATI FERRY COLLISION.

MARINE COURT ENQUIRY.

The Harbourmaster and Marine Magistrate (Commander O. W. Beckwith, R.N.), held an enquiry at the Harbour Office yesterday into the circumstances attending the recent collision between the two Yaumati ferry launches the *Wai On* and the *Lee Sang*.

The coxswain of the *Lee Sang* said that he left the wharf off the Central Market at 8.35 p.m. to go to Yaumati. When he was off the wharf distilling ship he saw the three lights of the *Wai On* almost right ahead. He gave three blasts and altered his course to starboard. The *Wai On* star-boarded her helm and was steaming right across his bow. Seeing that a collision was imminent, he put his anchor on full speed astern and gave three blasts on the whistle, but it was too late, and his launch collided with the *Wai On*, which gave four blasts and called out to save life. As his launch was leaking, he went to save his passengers, and other launches took off the passengers of the *Wai On*. He had about 140 passengers on board and the *Wai On* had about 100 passengers.

The coxswain of the *Wai On* said that he was in his bed at the time and the second coxswain was steering. The second coxswain, who was steering the *Wai On*, said that he kept his course, and when about one hundred feet off, the *Lee Sang* altered its course right across his bows. The *Lee Sang* did not go astern. The collision occurred and he gave four blasts on his whistle. All passengers were taken off by other launches and he searched the vessel before she sank, which was about ten minutes after she had been struck. His worship reserved his finding.

SWATOW NOTES.

[FROM OUR OWN CORRESPONDENT.]

SWATOW, February 3rd.

PLAQUE THREATENING.

In some districts we regret to hear of the outbreak of plague. Rate are dying fast in many places—no one regrets that—but it is the harbinger of the dreaded plague.

NEW YEAR CELEBRATIONS.

The Chinese New Year, although proscribed by the State, is still celebrated by the people, who show no disposition to depart from their old custom.

LOSS OF A LAUNCH.

This is referred to under a separate heading.

THE WAR.

GERMAN PREPARATIONS IN WEST.

DO NOT PRESAGE AN OFFENSIVE.

FRICION BETWEEN BULGARS AND GERMANS.

BRITISH SAPPERS ACTIVE.

CAMEROONS CLEANED UP.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH ACTIVITY.

FIGHTING FOR MINE CRATERS.

LONDON, February 7th.
General Sir Douglas Haig reports that last night the British occupied the western edge of three mine craters in the vicinity of Vermelles and the La Bassée road. The enemy in the morning exploded a mine north of Loos but there were no casualties. We occupied one edge of the crater. Renewed artillery activity on both sides is reported at Frise, north of the La Bassée Canal, at Wytschaete, and Ypres. Twenty eight aerial combats occurred on the 6th. Six German machines were driven down in the enemy's lines.

EXTENSIVE GERMAN PREPARATIONS.

TRIBUTE TO MAGNIFICENT SHOOTING OF BRITISH.

AMSTERDAM, February 6th.
The Germans continue to collect enormous stores, ammunition, and many guns behind the Western Front. Engineers and pioneers have also arrived, but no new infantry.

German soldiers declare that they lost over 1,200 in the attack in the Armentieres region owing to the magnificent shooting of the British. They complain that the officers are still using massed formation. British guns were terribly destructive around Ypres.

GERMAN ACTIVITY AGAINST BRITISH.

AN EXPLANATION.

LONDON, February 7th.
Reuter's correspondent at Headquarters discredits the idea that increased activity by the enemy in the northern British sector presages an offensive. These operations, he states, are purely local and limited in character, and are not heralded by any particular artillery preparation, neither are they pressed with determination. The biggest affair was opposite Loos, on January 28th, when a battalion made a sudden attempt to rush a position. They were met by a fierce rifle and machine-gun fire, and cannot have lost less than 200. As to the affair on the Ypres and Pilken road, the enemy were apparently under the impression that we had withdrawn from a stretch of trenches, otherwise it is hard to account for the launching of an infantry attack at noon-day, which was not prepared by artillery or gas. A possible explanation of the greater activity is the need for making a more than purely defensive reply to the constant harassing which is adversely affecting the enemy's moral. The flow of enemy deserters is appreciably increasing.

GERMAN TRENCHES BATTERED.

PARIS, February 6th.
A destructive bombardment of German trenches in Champagne is the feature of to-day's communiqué.

A French gun-aeroplane southward of Peronne felled a German Drache, which was aflame.

(THROUGH REUTER'S AGENCY.)

BOMBARDMENT CONTINUED.

PARIS, February 7th.
A communiqué states:—Anglo-French artillery smashed German trenches at Boesinghe. Yesterday's bombardment in Champagne was most effective. Trenches were levelled, several munition depots were exploded, and reservoirs or asphyxiating gas demolished. Quantities of the gas were carried to the German trenches.

THE BALKANS

(THROUGH REUTER'S AGENCY.)

TERRIBLE FRENCH AIR RAID.

BULGARIANS LOSE 1,000 MEN.

PARIS, February 6th.
The Athens correspondent of the Temps says that the French aeroplanes hovered over Petritsch for 20 minutes, and dropped 200 bombs.

A Bulgarian communiqué says that 470 men were killed in the Bulgarian camps. The total casualties were about 1,000.

ATTACK ON SALONIKA.

CONSIDERABLE TEUTO-BULGAR FRICTION.

SALONIKA, February 7th.
There is considerable Teuto-Bulgar friction over the question of an attack on Salonika. The Bulgarians are opposed to this, realising that they would have the lion's share therefore of the heavy losses, which would compromise the Bulgarian military strength when compared with her neighbours. The Bulgarians also disavow the Zeppelin raids on Salonika, owing to the immediate and terrible French reprisals.

BULGARIAN DEPUTIES ACCUSED OF TREASON.

AMSTERDAM, February 6th.
The Bulgarian Government has demanded the Sobranje to permit the arrest of 13 Deputies accused of accepting bribes from a French agent.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

GERMAN COMMERCE RAIDERS.

ENEMY'S BOAST.

NEW YORK, February 6th.
The Germans boast that nine commerce raiders have been built, and that two are now in the Atlantic.

The Captain of the sunken *Corbridge* is quoted as saying that the raider was a 25-knot boat. He saw the name *Ponga* in the chart-house, and that she was built in the Baltic in 1914. He fears that the officers of the *Clan McTavish* were shot because the gun carried by that ship killed three Germans.

LONDON, February 7th.
It is stated that the German raider, which was specially fitted for minelaying, had strewn mines before raiding the trade routes. The reason no wireless calls were received was because the raider's wireless operator invariably jammed all distress signals.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

YOUNG TURKS' REIGN OF TERROR.

ATHENS, February 7th.
The Young Turks have created a reign of terror at Constantinople.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

AIRCRAFT ACTIVITY.

CHASING THE TURKS.

PETROGRAD, February 7th.
A communiqué states:—Aircraft activity continues. Our aviators bombed Mitau, and Russian scouts explored the enemy's mine fields which were connected with wires, and then exploded forty mines.

The Russians continue to drive back the Turks in the Caucasus.

GERMAN MUNITIONS WORKS AT SHAULI.

PETROGRAD, February 6th.
The Germans have established a branch of Krupp's at Shauli. Russian inhabitants and a number of French prisoners have been compelled to work there.

GENERAL.

(THROUGH REUTER'S AGENCY.)

THE LOST L19.

COUNT REVENTLOW AND HOLLAND.

AMSTERDAM, February 6th.
Count Reventlow affirms that the L19 was evidently crippled and should have obtained an asylum in Holland instead of being shot down. He contends that a crippled German warship would be given protection in Dutch waters.

GERMANS' HOWL OF INDIGNATION.

AMSTERDAM, February 6th.
The German Press has emitted a howl of indignation over the crew of the trawler *King Stephen* not rescuing the Zeppelin's crew. The papers say that the trawler could have disarmed the Germans.

END OF CAMEROONS CAMPAIGN.

GERMAN ARMY DISARMED IN NEUTRAL TERRITORY.

MADRID, February 6th.
Nine hundred Germans and 14,000 native troops crossed into Spanish Guinea from the Cameroons, and were disarmed and interned.

BRITAIN'S WHEAT SUPPLY.

ANGLO-FRENCH DEALING.

LONDON, February 7th.
An official statement regarding the Government's wheat operations says that Great Britain took 50,000 of the 200,000 tons bought by the Anglo-French Governments from Australia. The total of Argentine wheat which she purchases will not exceed a quarter of a million quarters. The statement indicates that the example of France in requisitioning the home crop at a fixed price will not be followed.

MILITARY HONOURS.

LONDON, February 6th.
His Majesty the King, at an investiture at Buckingham Palace, conferred the Commandership of the Bath (K.O.B.) on Lieut-General Hubert Gough; the Order of British-India, second class, with the title of Bahadur, on Jemadar Sada Singh, of King George's Sappers; the Indian Order of Merit of the second class on Subadar Daasinglana, of the 2nd Gurkhas; the Indian Distinguished Service Medal on Resaidar Udraman of the 4th Cavalry, and on Subadar Sher Singh, of the 34th Sikhs.

IN MEMORY OF THE FALLEN.

LONDON, February 6th.
Their Majesties the King and Queen attended the Choral Society's performance of Verdi's *Requiem* at the Albert Hall in memory of the fallen.

THE OTTAWA FIRE.

COMMISSION OF INQUIRY.

OTTAWA, February 6th.
A commission has been appointed to investigate the fire at the Parliamentary buildings.

DONKEYS AS FOOD.

The Germans find the food problem now so acute (says the Paris correspondent of the *Chronicle*) that they are sending away civilians in order to get rid of useless mouths.

The repatriated men and women declare that the Germans can no longer conceal that they are threatened with famine. The troops are on short rations, and donkeys and dogs are requisitioned for food. Twenty thousand French civilians are under orders to quit the invaded territory.

WAR NEWS.

PANIC IN HAMBURG.

A sensation was caused in Hamburg on December 23rd, by a rumour that an Allied air fleet was arriving. The public freight was so great that General Roell issued a long series of orders, to the effect that when 10 gunshots had been fired the trams and trains should be stopped and emptied of people, who should go home by the shortest routes. All lights were to be extinguished, and special protective measures were taken in the harbour. When the peril was over public order was restored, the streets with trumpets and gave the necessary instructions. The air-raid did not occur, but the Hamburgers continue panic-stricken, and fear to go out after sunset.

DESERTIONS FROM THE ENEMY.

There is a marked increase in the tendency to desert from the enemy lines—says Reuter's representative at the British Headquarters in France. The Germans themselves are aware of this and take the utmost precaution to prevent it. Any man whose movements even give rise to the suspicion of a design to break away is fired at without demur. Deserters who have come in of late have been unanimous in their declaration that but for the perils and difficulties of running there would be wholesale flitting from their lines. War-weariness and a sense of the hopelessness of the outlook are the principal reasons assigned by deserters for their action.

PREPARING FOR BREAD AND PEACE RIOTS!

The war has at last been brought to Berlin, but only for the benefit of the Red Cross Society.
Realistic trenches have been dug outside old Kaiser Wilhelm's memorial chapel, with barbed wire entanglements and all the latest dodges to render them invulnerable. Entrances to them are priced at 2d. a head, and the receipts all go to swelling the funds of the Red Cross.
In some quarters it is questioned whether it were wise to instruct the Berliners in the art of entrenchment like this, for the time may yet come when the women of the city may set to work to utilise them seriously in their constantly increasing encounters with the police.
If not yet of daily occurrence, bread and peace riots are getting ominously more frequent every week, and every fresh one grows in bitterness and intensity.

"IMPOSSIBLE" OFFENSIVE.

RUSSIAN CRITIC ON THE WESTERN FRONT

Colonel Schumsky, the well-informed military critic of the *Birzheviya Vyesdomosti*, discussing a sensational report published by the *Berlingske Tidende* of Copenhagen, that enormous German contingents were being transported to the French front, declares, on the basis of data which, he says, are derived from a good source, that not only now, but even in the future, any considerable German offensive is impossible on the Western front.
The Germans, says Colonel Schumsky, have definitely nailed the bulk of their forces to the Russian front, and will never be able to detach for a sufficiently strong offensive against the French as many troops as are necessary without running the risk of the Russian army, gathered upon its last defensive line, overthrowing what would remain after the despatch to the Western front of the aforesaid German contingents.

BRITISH SUBMARINE CRUISE.

The panic in the Sea of Marmara lately reported as Constantinople is easily understood from the narrative of a British submarine officer describing his 24 days' cruising in the Sea of Marmara. The submarine was under fire on the average thrice daily; but she penetrated to all sorts of places; shelled a coast railway, and blocked the line. The narrator says:—"A troop train came up. It was the funniest thing to see a train hiding among the trees. We smashed it all to blazes, and the troops scattered. They fired tons of ammunition; but we were out of range. Altogether we sank a gunboat, five steamers, and 17 large sailers and destroyers, three trains and one embankment. We dived into Constantinople, torpedoed the arsenal wharf, and blew up lighters loaded with munitions. The explosion was terrific. We had a duel with a gunboat, which was driven off, and after that we were left alone. Everything ran when we were near. The only drawback was that we all suffered from dysentery."

SCIENCE IN WAR.

NEW INSTRUCTION FOR FRENCH OFFICERS.

Courses of instruction in the latest developments of scientific warfare for officers of the French Army are now being held at important French military centres by order of General Joffre, and they will continue throughout the winter.

The opinion is strongly held by many French military experts that military science has been making such rapid strides during the past sixteen months that regimental and staff officers have been unable to keep pace with it. It is hoped that the majority of young staff and regimental officers will by next spring have passed through the new courses.

A captain in a French line regiment who took part in one of these series of practical lessons said:—"During a six weeks' course of lectures and practical experiences I had not an idle minute. Up early in the morning, we were all of us at work by eight o'clock, either listening to a lecture on tactics, following courses of signalling, or in the open country studying the effects of artillery fire, and learning to read angles and distances on the telegraph."

In the afternoon we were taken up in zeppelins to appreciate for ourselves how much of a carefully built trench is visible to a hostile airman, or taken along the front to view different sectors.
In the evening, after a frugal dinner at our headquarters, we were expected to sit down and write out a full report of all we had seen and done during the day, and add to it any practical ideas which our own experience might suggest."

THE GALLIPOLI EVACUATION.

THE "BIGGEST BLUFF IN THE HISTORY OF THE WAR."

(FROM G. WARD PRICE.)

ONE OF R.M. SELLER OFF SUVA, December 20th.

It is over at last! Every man, every animal, every baggage cart, and out of guns all but six, which were intentionally left behind to fire till the last minute and were then destroyed, have been embarked from Suva and Anzac under the very nose of the unsuspecting Turk. The biggest bluff in the history of the war has been brought off. A new record has been set up, and the British Army and Navy, working hand in hand, have set up a joint triumph of organization which will last long in the annals of war.

Whatever the fruits of this Dardanelles campaign may prove to have been, it will always stand out in any military record for two things—the gallantry of the first landings and the skillfulness of this evacuation. Hard fighting is often the test by which you judge the credit of a successful offensive, but sheer uneventfulness is the best indication of the efficiency with which a retirement has been organized.

There is no harm in saying now, when it is all over, that the price of the success of this operation, less skilfully conducted, might well have been a desperate rearguard action. Every preparation was made for fighting such an action, if necessary, and most people expected it. Yet as it was, we made our deliberate preparations and deliberately carried them out under the unsuspecting gaze of the Turk. All these masses of men and material were brought down in an extraordinarily short space of time to Anzac and Suva.

When they were all away, and it was as sure as careful search and tally could make it that not a single man was left behind, the few stores we did not bring away were set on fire. They were chiefly bully beef, a very small proportion of the supply which is habitually kept there. Next, the breakwaters, which we had built of old hulks, were smashed by shellfire at short range from the ships. And though the marching down and embarking of the troops was stealthily done, this store-burning and pier-smashing must have been seen and heard by every Turk in the Peninsula.

Yet even then the Turks, though puzzled, apparently never realized that anything unusual was going on, and as this ship was steaming away this morning, when all had been over for some hours, the Turkish gunners in an erratic way had begun as the sun rose to shell the beaches and places like Hill Ten, which were formerly our artillery positions, though not so much as a mess-room cat was there.

LORD KITCHENER'S SURVEY.

The decision to leave Suva and Anzac was reached after long deliberation. The final word in an operation of this magnitude comes from home, and it was given there on Lord Kitchener's return from the Dardanelles. During his visit to the scene of operations here Lord Kitchener not only met and discussed the position with General Monro and the generals commanding under him, but came ashore himself, both at Suva and Anzac, and climbed at each place to an observation post where the actual geographical and military characteristics of the problem lay before his eyes. Whatever his views were before he came to the Peninsula, it is certain that Lord Kitchener himself went home to London convinced that evacuation here was the wisest course, and in this judgment he was in accord with the conclusion which responsible generals on the spot had reached.

To understand what this operation implied you need to consider the situation at Anzac and Suva as Lord Kitchener found it when he climbed up to Russell's Top at Anzac, and to the old corps observation station at Suva on November—. He had before his eyes at those two places a continuous front of some 12 miles from the left of Suva to the right of Anzac, along which we were locked with the enemy in a close embrace of parallel trenches, and a more variegated, eventful, and confusing line of trenches it would be difficult to imagine. Nature had far more to do with siphoning them than the arts of military engineering. Some ran along the top of sheer faces of rock 600ft. above sea-level, some almost below it in the flat and marshy plain; some had only seven yards of neutral ground separating them from the enemy's parapet, others were half a mile away from the Turkish lines. It was a front that twisted and turned in all sorts of awkward angles, making a bewildering series of unscientific but inevitable salients and re-entrants.

ANZAC AND SUVA POSITIONS
In a country where Nature is so unmethodical in her designs we could not afford to be too particular, and the variety of our positions was such that, while one trench would be so low-lying that to upset a mess-tin would almost inundate it, there would be trenches in the same division less than half a mile away only approachable by such steep steps cut through the dry rock that officers there would count themselves lucky if they could be allowed a half-gill of water for the whole process of bathing, shaving, and washing.

Along most of this line the advantage of the artillery position is with the Turks, who hold the entire length of the mountain chain that barred our view to the eastward. At Anzac, where this chain draws close up to the sea, we disputed the ridge with them, each clinging to one side.

Anzac, the southern section of the joint position we have just evacuated, is one of the two places where we first landed in the Gallipoli Peninsula. The Australians and the New Zealanders forced their way ashore there on April 25th, and on the first day drove the Turks off the ridges overlooking the beach which we had held from then till this morning. It was first distinguished as Gaba Tepe, the name of the cape to the north of which the Australians landed; but it was not long in taking the rebus name of Anzac, made up of the initials of the words "Australian and New Zealand Army Corps." There was fierce fighting here in the early days, and trench warfare has gone on uninterruptedly, for the lines are so close set, as they are on the

crest of the sharp ridge, that even "rest pillows"—if such a name can be given to the tiers, dug-outs, and caves cut in the face of the sheer cliff—were within short range of a trench mortar, if not of a hand-thrown bomb, and the Australians, who had a far more keenly-developed taste for fighting than their enemies, harassed the Turk night and day.

The Suva left wing position, just given up, was partly the result of an independent landing on August 6th, but Anzac joined herself up with her new neighbour by hard fighting, lasting several weeks, along the coastal ridges to the north. Both Anzac and Suva have grave disadvantages as positions to be held against an enemy, but the actual features of each are largely the converse of those of the other.

Suva is a place of broad spaces, commanded at long range by artillery; Anzac is cramped and small, and under fire at short range to snipers. At Suva you can get about on a horse, or even, by keeping to the roads which we have made, in a motor-car; at Anzac the only kind of transport that would be any good to you would be a cog-wheel railway. The Turks can see you almost anywhere at Suva; but only at a distance of five miles or so through glasses; at Anzac they get glimpses of you just from one or two points, but the "Snipers' Nest," for instance, which is one of those points, is only 800 yards from the beach.

In the rear of the 12-mile front along which we were disposed were three beaches, where we had made it possible on that harbourless and wind-swept coast to land and embark troops and guns.

To the inexperienced eye indeed the arrangements we had made there had the air of being themselves the haphazard product of a gigantic disaster. At Suva especially the shore is dotted with calamitous-looking, stranded wrecks, canted pathetically on their sides. Some of these, however, are hulks filled with sand and carefully sunk to serve as breakwaters. Others are used as jetties for ships to come alongside.

Besides these there were small wooden stages at Suva, at Lada Baba, and at Anzac. It needed nothing more than a brisk southerly gale to smash some of these jetties, as they were smashed by the hurricane at the end of November, while even if they stood firm, a heavy swell on the sea would have been sufficient to make it difficult to embark guns or take off troops—such a gale indeed sprang up 24 hours after the evacuation was completed.

The fact that the weather which did prevail was entirely calm and in every way as perfect as could have been imagined, counted for an immense part in the success of the undertaking. By the time the order came from home which set the machinery in motion, the moon, indeed, was giving a good deal of light, and it was within a couple of days of full when the final clearance was actually made.

INCREDIBLE DIFFICULTIES.

When you reflect on all these possible sources of trouble, if not disaster; when you remember that the lives of several scores of thousands of men and large quantities of valuable guns, stores, and equipment, to say nothing of prestige, were at stake; when you think of all the minute arrangements as to times, places, and procedure that had to be made, and of the courage, resource, and initiative that were required of individual officers in meeting emergencies that made the recasting of details necessary at a moment's notice; and co-operation that had to be maintained, not only between the Army and Navy, but between the Army Corps, the different divisions, and the different brigades by men living in narrow dug-outs, with shells bursting casually on the beach outside them every day; and when you bear in mind that every step in the whole process had to be carried out in the face of a strong enemy within direct view of the greater part of the places where the work was actually being carried on; you will appreciate something of the burden that has weighed upon our Staff at the Peninsula.

Yet, moving about as I have in the last fortnight from one point to another of our positions, I have nowhere seen a sign of nervousness or confusion. Coolness and confidence were the habit everywhere, from the sapper lying out in front of our wire at night, scooping a hole for a mine 30 yards from a Turkish trench, to an M.L.O. or a N.T.O. on an occasionally bombarded beach controlling the confusing movements of the motley fleet of trawlers, transports, pinnaces, and lighters, or marshalling men, mules, motor-cars, guns, and packing cases in congested space, and in the dark so that each unit, man, animal or thing, should be there in the proper place and at the right time to go aboard. With quiet efficiency, with regularity, even without noise, it was done. It may be said that the only "fighting" that took place in connection with the embarkation was that which occurred in these Australian brigades to decide who should have the privilege of staying to the last. Many men paraded before their commanding officers to protest vigorously against being ordered to go on board the transports while men who had arrived on the Peninsula after themselves were allowed to stay an hour or two longer with the rearguard. The 200 men who formed this ultimate rearguard at Suva had been the first to land there in August, and, suffering heavy loss, had set foot ashore almost on the very same spot where last night they held the final barrier until the work of embarking the last details was completed.

GERMAN HUMANITY LEAGUE.

IMPEACHMENT OF THE KAISER.

The German Humanity League in a Christmas manifesto appeals to Germans to end the War, and adds:—"To-day the German name is the scorn of civilisation, and the German flag has become a badge of infamy, while our chivalry is buried in the village grave plots of Flanders. Germany must restore her character and win back the honour which has been forfeited by barbarous cruelty and insatiable lust. Napoleon failed. The Kaiser must fail. There will be no peace until he is deposed from a throne which is fouled, and until his fellow conspirators have met their fate at the hands of the executioner."

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EASTERN SIBERIA.

Vladivostok.	Nisiojeval.
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Seoul.	Wonsan.	Mokpo.
Cheungpo.	Pusan.	Chinampo.
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HONGKONG AND ITS DEPENDENCIES, MALACCA.

Hanoi.	Annam.	Courage.
Haiphong.	Hue.	Saigon.
Toukin Province.	Quinhon.	Cambodge.

PHILIPPINES.

Manila.	Iloilo.	Cebu.
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Brunei.	British North Borneo.

BANGKOK.

Perak.	Selangor.	Pahang.
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STRAITS SETTLEMENTS.

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CATARRH
CONSUMPTION

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LATEST GERMAN PEACE
TERMS.
AN APPEAL TO THE NEUTRAL
PRESS.

The Wolff Bureau issued to the German Press recently as "a telegram from Basel," the following ingenious communication:—

The Neue Zürcher Zeitung publishes an article called "Peace Ideas," which deals with the peace aims of the German Empire existing in informed German circles. The article is as regards its most important part, as follows:—

In German circles the main principles of the peace negotiations now to be initiated are thus conceived:—

(1) Belgium is to retain her independence, provided that a repetition of the events of the year 1914 be made impossible by Treaties and pacts, also by the holding of pledges. A complete absorption of Belgium would be violently opposed, even by German industry, because the dropping of the Customs barriers would be bound to lead to disagreeable conditions, so long as labour conditions in Belgium remain so far behind labour conditions in Germany on account of the lack of an adequate factory law. Even for a Customs union one would require an interim period of at least five years. Belgium, however, would have to pay to Germany an annual war contribution to the amount of her former military Budget, while Germany would exercise police authority until the final payment.

(2) The occupied French Departments would immediately be restored to France. Germany would also waive any war indemnity on the part of France, if France ceded to Germany her claims on Russia to the amount of about 18 milliards of francs (2720,000,000). An obvious condition of this agreement with France would be the restoration by England of all the German colonies and the evacuation of Calais.

(3) Russian Poland is to be made entirely independent, under a German Prince as King of Poland. On the other hand, Poland would have to pay to Germany a war contribution on a similar basis to the contribution by Belgium. The historical striving towards the sea, which has dominated Russia's policy for centuries is to receive consideration by the grant to Russia of an outlet to the Persian Gulf.

(4) Italy must give up the occupied Turkish islands, but against this the state of affairs before the outbreak of war would be maintained.

(5) Bulgaria, of course, must get Macedonia, and also a corridor to the Danube stretching from Nish to Semendria. The former Old Serbia is to remain independent, or to be united with Montenegro in one kingdom.

(6) Albania must really obtain the independence that was formerly granted, under a Prince of her own election.

(7) The claims of Rumania and Greece seem at this moment to be not quite definitely decided.

We think, continues the article, that it is the duty of the neutral Press to open discussion about the fundamental conditions of the future peace, for there can be no doubt that these conditions would become very considerably more severe if further warlike events on a large scale were decided in favour of the Central Powers. One must yield to no deception about the fact that Germany, in spite of her sincere and deeply-felt yearning for peace, will grasp the sword with new wrath if the hand that she proffers is refused in tragical misapprehension of the real situation.

Prince Bulow, or whoever may be the author of this precious concoction, adds a final touch of humour by appending the following "Note by the Wolff Bureau":—

In Switzerland people see in this article a peace-feeler emanating from the German side. We are authorized to state that this view is, of course, unfounded.

ORIGIN OF BARBED WIRE.
TRACEABLE TO THE VAGABOND
HABITS OF A MULE.

The barbed wire that is now being made in scores of tons for the conflicting armies, to be used upon men, would not be allowed to be used for cattle, so keen, numerous and long are the points upon it. Yet the origin of barbed wire is traceable to the habits of a mule. The beast belonged to an American, a certain Mr. Hunt, who could never succeed in keeping it within the bounds of a plain wire fence. Driven to desperation the owner of the troublesome animal at length garished the wire with small eight pointed stars of sheet iron and fixed them at equal distances. As the device was a success he patented it in 1867. Meanwhile Joseph F. Glidden, of Decatur, Illinois, worked independently at the same idea, but in another way. He cut off short pieces of wire 2-in. long with a slanting cut to produce points, and wound the middle of each on the spindle of an old coffee mill, giving it two or three turns so that it would just slip over his fence wire. When he had made a painful, he sent a boy up an apple tree with a pail and at the end of his fence wire. There the boy threaded the barbs on until there were enough. The wire was then stretched level, another wire was laid alongside and the barbs were spaced equally. One end of both wires was then attached to the projecting axle of a grindstone, by which the wires were twisted while the other end was held taut. The original piece of barbed wire thus made was fortunately preserved, and played an important part in the patent litigation that followed soon after when it became evident that there would be a large demand for barbed wire. The number of people who immediately "invented" barbed wire was enormous, and the expedients to which they went to prove their anticipation of the patents of Hunt and Glidden were scandalous. One man, on cross-examination, had to admit that he buried his wire in a manure heap to make it appear old. Eventually the U. S. Patent Office re-issued the original Hunt patent, which was a narrow one and probably intended to cover only circular spurs, so that it might cover spurs of every description. Barbs are now made in various forms of round, half-round or flat wire, and spaced at various distances apart. They are also wound round one or both wires.

FREIGHT SHORTAGE.
MR. BALFOUR REPLIES TO
CRITICISMS.

On the motion for the adjournment of the House of Commons the question was raised of the movement of ships for Admiralty and Military purposes during the war. Mr. Goldstone complained of the sale of British ships to other nations and said he counted these sales at something less than patriotism, but he blamed the shipowners something less than the Board of Trade for its weak-kneed policy in the matter. He added that the root of the unrest which resulted in demands for higher wages to meet the increased cost of food was the increase in the rates of freight, and the Government had fallen short of their duty in not having attended to that matter. It was useless to say that they would get back part of the excess profit when of an increase of 200 per cent. one-half went into the shipowners' pockets.

Mr. Shirley Bann urged the establishment of a business committee of shipowners to look after shipowning and managing affairs, with representatives of the Admiralty and Board of Trade on it to ensure that they carried out the policy of the Government.

Mr. Hawkins testified to the feeling which existed in business circles as to the desirability of greater control by people who understood shipowning and management.

Mr. D. Nisius was in favour of a board of control consisting of both shipowners and shipbrokers, with sub-committees for certain purposes. He believed a large saving of ships could be effected by this means.

MR. BALFOUR'S REPLY.

Mr. Balfour said: The hon. member who has just set down made at the very beginning of his speech the really governing proposition which everybody must keep in mind when they try to deal with this subject. Freight has risen; they have not risen because shipowners have been specially greedy, or because they have tried unfairly to take advantage of public necessities and force up freights against the consumer. They have risen, I understand, simply because the demand for freights has outrun the supply. It is the limitation of tonnage which is really the cause, and not the distribution of business among Government Departments. That observation has a bearing on the criticisms put forward by the hon. member for Sunderland who pointed out to the House that if the Government had at the beginning of the war forbidden the transfer of tonnage from the British to neutral flags, the amount of available tonnage would have been greater than it is. I think the hon. gentleman is in error in that respect. Broadly speaking, we must deal with the mercantile tonnage of the world as a whole. It does the same work; whether it is carried under neutral or under the British flag, and may have an important bearing on many economic questions connected with this country.

A DOUBLE FALLACY.

Let me go into what is the fundamental point, that is, the use of tonnage. The criticism, as I understand it, made upon the Government, and especially upon the Admiralty, is that the Admiralty Transport Department first appropriate tonnage compulsorily and then misuses it, or at all events fails to use it with proper economy.

And the further suggestion or criticism was made that if at the Transport Department there were shipowners of experience who could really control the matter, the waste of tonnage would be avoided. This is a double fallacy, if I may say so, in that contention. In the first place, let me say that we have in the Transport Department most valuable aid in the shape of shipowners of the highest possible standing and greatest practical experience. (Cheers.) They have worked with the Transport Department since February last in the closest touch and most absolute harmony, and I do not believe there is the smallest difference of opinion between these expert advisers and the head of the Transport Department as to the way in which the powers of this Department can be, or ought to be, used. That is the first error, I venture to say, among those who criticize the Department. The second is a much more fundamental error; it involves a complete misconception, as I venture to think, of what the Admiralty Transport Department does or legally can do. It is a Department and nothing but a Department for obtaining for the Army and for the Navy in a secondary degree, but primarily and mostly for the Army, the shipping necessary for the conveyance of troops and supplies. No doubt it has to do analogous work for
